



Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study
AND
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

see attachment

Please submit completed comment forms to PART , using any of the methods listed here:	Mail:	PART 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Jim & Suzanne Cleveland</u>	Phone <u>(336) 931-0466</u>
Affiliation <u>Woodfield Resident</u>	Fax _____
Address <u>2212 Brigham Road</u> <u>Greensboro NC 27409</u>	E-mail _____
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

May 20, 2003

Transportation Advisory Committee

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth,

Robbie Perkins, Mary C. Rakestraw, Donald R. Vaughan

Ladies and Gentlemen:

We are residents impacted by the Greensboro Urban Thoroughfare Plan. I consider it a duty of citizenship to participate in forming the vision of how my neighborhood will grow and change. Along with my fellow residents, I have chosen to attach a detailed list of reasons for the Transportation Advisory Committee to choose Alternative # 3 as the starting point for the Thoroughfare Plan. We have had much question and answer time with the planners and engineers involved in drawing up the alternatives. Our reasoning is well informed. We also live in the area and we each have a unique perspective for you to consider.

The red line of alternative # 2 runs through the most densely populated portions of the area, the subdivisions of Quail Creek, Wood field and Bull Run. Within your array of alternatives there is a solution. Placing the highways outside the greatest number of subdivisions, as is the case in alternative #3, will create a more attractive and therefore more valuable community in the entire area. Alternative #3 also creates the most space between the interstates, a matter that I understand is important for city planners who envision annexation of the area and development of a technology park. The character of the land will be much more inviting to such businesses if the existing residential, historical and natural beauty of this area is preserved as a whole. It is a more sophisticated approach to planning that will work in this area if you make your best effort.

Though young, our neighborhoods are already organized, active communities. We have a terrific set of schools for our children and many of us work within minutes of where we live. We know that our little area between Winston and Greensboro is perhaps the best place to live and work in the whole Triad. We have a deep and meaningful interest in the future of our community. As you plan for the transportation needs of the future we thank you for considering our input. You have an opportunity to create even better living, working and green spaces with less expensive right of ways for highways if you plan more carefully and consider what we have proposed.

Respectfully Submitted,



Jim and Suzanne Cleveland

2212 Brigham Road

Greensboro, NC 27409



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See attached sheet.

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	E-mail:	scottr@partnc.org

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So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Sy & SUSAN CREED</u>	Phone <u>662-8662</u>
Affiliation <u>WOODFIELD SUBD.</u>	Fax <u>662-0147</u>
Address <u>2216 BRIGHAM RD</u> <u>GSO, NC 27409</u>	E-mail <u>Sy.Creed@hakkousa.com</u>
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

May 20, 2003

Transportation Advisory Committee

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth,

Robbie Perkins, Mary C. Rakestraw, Donald R. Vaughan

Ladies and Gentlemen,

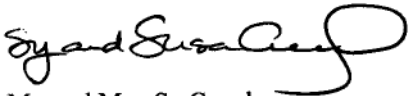
We currently reside in the vicinity that is impacted by the Greensboro Urban Thoroughfare Plan. My husband and I feel as though it is our duty to voice our concerns for our community as there are major changes being reviewed that will directly effect our neighborhood. Along with fellow neighbors, we feel that the Transportation Advisory Committee should consider and chose Alternative #3 as the starting point for the Thoroughfare Plan.

The major issues that move us to Alternative #3 are as follows:

- 1) The red line of alternative #2 runs directly through many subdivisions, Quail Creek, Woodfield, and Bull Run. These neighborhoods are some of the most populated in the area. Alternative #3 would eliminate you from destroying these already existing homes. Choosing Alternative #3 would have the least amount of negative impact to the greatest number of people.
- 2) Alternative #3 also allows for better spacing between the interstates which is a major consideration to city planners who envision annexation and future growth of the area.
- 3) Alternative #2 did not take into consideration the proper dollar values in the overall cost of this project. The value of these homes that would be taken if Alternative #2 is chosen is \$250,000 not the estimated \$ 150,000 used in the budget. Also, there we no dollar figures included for obtaining the right of way from houses on Cude Road for a new entrance into our subdivision.

Although our neighborhoods may be young, they are already organized and very active communities. We would hope that the TAC would consider Alternative #3 as their choice for the Greensboro Urban Thoroughfare. Thank you for taking the time to listen to our concerns and considering our input.

Respectfully Submitted,



Mr. and Mrs. Sy Creed
2216 Brigham Road
Greensboro, NC 27409



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support Plan # 3

See attached

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	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>James Rong</u>	Phone <u>(336) 668-9898</u>
Affiliation _____	Fax _____
Address <u>2206 Brigham Rd</u> <u>Greensboro, NC 27409</u>	E-mail _____
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

May 19, 2003

Transportation Advisory Committee

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth,

Robbie Perkins, Mary C. Rakestraw, Donald R. Vaughan

Ladies and Gentlemen

I am a resident impacted by the Greensboro Urban Thoroughfare Plan. I consider it a duty of citizenship to participate in forming the vision of how my neighborhood will grow and change. Along with my fellow residents, I have chosen to attach a detailed list of reasons for the Transportation Advisory Committee to choose Alternative # 3 as the starting point for the Thoroughfare Plan. We have had much question and answer time with the planners and engineers involved in drawing up the alternatives. Our reasoning is well informed. We also live in the area and we each have a unique perspective for you to consider.

The red line of alternative # 2 runs through the most densely populated portions of the area, the subdivisions of Quail Creek, Wood field and Bull Run. Within your array of alternatives there is a solution. Placing the highways outside the greatest number of subdivisions, as is the case in alternative #3, will create a more attractive and therefore more valuable community in the entire area. Alternative #3 also creates the most space between the interstates, a matter that I understand is important for city planners who envision annexation of the area and development of a technology park. The character of the land will be much more inviting to such businesses if the existing residential, historical and natural beauty of this area is preserved as a whole. It is a more sophisticated approach to planning that will work in this area if you make your best effort.

Though young, our neighborhoods are already organized, active communities. We have a terrific set of schools for our children and many of us work within minutes of where we live. We know that our little area between Winston and Greensboro is perhaps the best place to live and work in the whole Triad. We have a deep and meaningful interest in the future of our community. As you plan for the transportation needs of the future we thank you for considering our input. You have an opportunity to create even better living, working and green spaces with less expensive right of ways for highways if you plan more carefully and consider what we have proposed.

Respectfully Submitted,



2206 BRIGHAM Rd



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prefer Plan 3 over Plan 2

see attachment

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	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Molly Gao</u>	Phone <u>(336) 668-4898</u>
Affiliation _____	Fax _____
Address <u>2206 Brigham Rd</u> <u>Greensboro, NC 27409</u>	E-mail _____
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

May 19, 2003

Transportation Advisory Committee

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth,

Robbie Perkins, Mary C. Rakestraw, Donald R. Vaughan

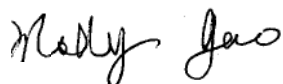
Ladies and Gentlemen:

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Respectfully Submitted,



Woodfield Resident



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I am against the plan that PART is recommending (PLAN #2) because of the number of homes and businesses it will remove. It makes more sense to extend Bryan Blvd and have it connect with the Sandy Ridge extension because that crosses more farmland and less homes

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Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Lisa Harris</u>	Phone <u>668-9259</u>
Affiliation <u>Woodfield Development</u>	Fax _____
Address <u>7902 Merrick ct.</u> <u>Greensboro NC 27409</u>	E-mail <u>wrharris1@POL.net</u>
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



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We believe Alternative #3 would be the best selection for the community.

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	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Mary Hunter</u>	Phone _____
Affiliation <u>Woodfield Subdivision</u>	Fax _____
Address <u>2207 Brigham Rd</u> <u>Greensboro, NC</u>	E-mail _____
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



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Please consider the Revised alternate #3 (See attached)
This plan is much more acceptable to the current and
Future Residents of our neighborhoods, than the proposed #2
Option. I too want to have improved transportation and
Traffic flows, but not at the expense of the Residents
and Business that have already made an investment
in the area.

Carla Long

Please submit completed comment forms to PART , using any of the methods listed here:	Mail:	PART 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>CARLA LONG</u>	Phone <u>(336) 668-9481</u>
Affiliation <u>Woodfield</u>	Fax _____
Address <u>2302 BRIGHAM RD.</u> <u>GREENSBORO NC 27409</u>	E-mail <u>KONG698 @ AOL.COM</u>
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

Coby Long

From: <coby.long@syngenta.com>
To: <clong3@triad.rr.com>
Sent: Tuesday, February 11, 2003 3:52 AM
Attach: New Jan 162003.jpg
Subject: FW: PART Project - Piedmont Triad International Airport.

-----Original Message-----

From: scott rhine [mailto:scottr@partnc.org]
Sent: Monday, February 10, 2003 1:09 PM
To: Long Coby USGR
Subject: Re: PART Project - Piedmont Triad International Airport.

Following the public comments received from the Nov. 14th meeting staff of the regions cities, counties and the NCDOT have made adjustments to the alignments and have a proposed alignment that we plan to take to the public for additional comments. Attached is the alignment (jpeg) that we are seeking additional comment. We will be placing ads in the paper of when the public drop in session will occur.

Thank you for your suggestion on placing information on the PART web page. I will work toward the completion of your request. Hopefully, I will be able to complete this within a few days.

----- Original Message -----

From: coby.long@syngenta.com
To: scottr@partnc.org
Sent: Thursday, February 06, 2003 1:35 PM
Subject: PART Project - Piedmont Triad International Airport.

Was wondering what the status of this project was....It was my understanding from the public meetings that a decision on which of the 4 proposed routes to move ahead with would be made sometime in January. I live in an area that is impacted by this (actually 2 of the alternatives effect my property directly) and am very interested in this. There has already been a huge impact on real estate in our community. Basically, it is impossible to sell any property at this point until there is a clear decision on the future of this project. I as well as many others would appreciate a prompt decision or at least periodic updates to be posted on the PART Website.

Respectfully Yours,

Coby Long
 2302 Brigham Rd
 Greensboro, NC 27409



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Please reconsider moving ahead with Alternative #2. This plan does not provide the Best options for the Current & Future development of Business & Residential properties in Western Guilford Co. I would prefer that the "preferred" alternative # 3 (attached) be recommended instead. This Plan has the least impact on existing Business & Residential Property, while providing the best options for meeting the traffic flow objectives of PART.

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Greensboro, NC 27409

Fax: (336) 662-9253

E-mail: scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name Coby Long

Phone (336) 668-9481

Affiliation Woodfield

Fax _____

Address 2302 Brigham Rd.

E-mail Clong3@Triad,RR.com

Greensboro NC 27409

☐ Check here if you would like to be added to the PART mailing list.

Coby Long

From: <coby.long@syngenta.com>
To: <clong3@triad.rr.com>
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2302 Brigham Rd
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Having previously been impacted by Painter's Blvd, it was important that we thoroughly investigated potential problems when we built our house. We did that and were aware of pending roads prior to construction. The problem with Alternative #2 is that it totally ignores previous extensions like the proposed extension of Bryan Boulevard and completely redraws the map. My other main complaint is the feedback from the Planners. I need better explanation than patronizing comments like "Things change" and "We have to draw the line somewhere". Please reconsider Alternative #3 or give reasonable explanations to the contrary.

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Mail:

PART

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Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

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So that we may better respond to your concerns, please fill in your name and address.

Name Bon Mangrum

Phone 665-0521

Affiliation _____

Fax _____

Address 7905 Merrick Ct

E-mail jmangrum@triad.rr.com

Greensboro, NC 27409

☐ Check here if you would like to be added to the PART mailing list.



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To the Committee:

I am deeply concerned about the Proposed alternative highway #2. We have a close knitted community which will be torned apart. We as a community urges you to rethink the current recommendation with an alternative Proposal.

Thank you very much for your immediate attention. Sincerely,

Please submit completed comment forms to **PART**, using any of the methods listed here:

Mail:

PART

6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

-Aashka Mehta

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name AASHKA MEHTA

Phone 336-668-3065

Affiliation Resident

Fax _____

Address 2208 BRIGHAM RD

E-mail _____

GSO, NC 27409

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5/18/03

Dear Sir / Madam,

As a concerned resident of Woodfield neighborhood, I am writing this letter to question the proposed plan by PART. The selected alternative #2 has several disadvantages to our community.

They are -

- 1) Largest numbers of homes & businesses displaced. This action will break ^{our} community and cause stress on many families.
- 2) Largest acreage of wetlands impacted. This would damage our environment in a negative fashion.

Furthermore, I challenge this committee to question the accuracy of the cost because the study was represented the housing cost as well as avoiding the access cost.

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PART

6415 Bryan Boulevard, Suite 18
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Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

Respect
fully
Shyam

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name Shyamol Mehta

Phone 336-668-3065

Affiliation Resident

Fax _____

Address 2208 Brighan Rd
Greensboro, NC 27409

E-mail _____

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See Attached Comments

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So that we may better respond to your concerns, please fill in your name and address.	
Name <u>James & Jewell Millner</u>	Phone <u>668-7142</u>
Affiliation <u>WOODFIELD RESIDENT</u>	Fax _____
Address <u>2215 Brigham Road</u> <u>Greensboro NC 27409</u>	E-mail _____
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

May 20, 2003

TO : Transportation Advisory Committee

Committee members:

As residents impacted by the Greensboro Urban Thoroughfare Plan we ask that you hear our opinion concerning the plan. We live in the area and are concerned about the future of our neighborhood and its peaceful environment.

We have a vested interest in that the plan has the potential to impact our neighborhood. We strongly urge the Transportation Advisory Committee to choose Alternative # 3 as the starting point for the Thoroughfare Plan. It appears that there are still many unanswered questions regarding the DOT/PART recent study. We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be reviewed.

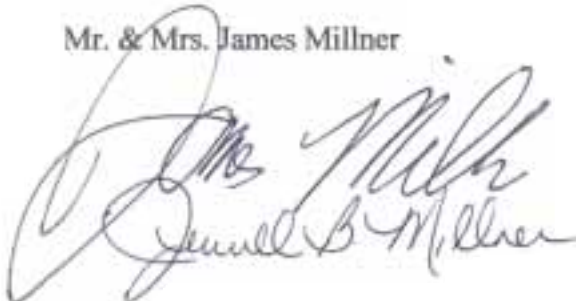
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We are proud of our neighborhood and want to maintain its many values. Though fairly young, our neighborhoods are already organized, vital communities. We have a terrific set of schools for our children and many of us work within minutes of where we live. We have a deep interest in the future of this community.

As you plan for the transportation needs of the future please consider our input. You have an opportunity to create even better living, working and green spaces with less expensive right of ways for highways if you plan more carefully and consider what we have proposed.

Sincerely,

Mr. & Mrs. James Millner

A handwritten signature in dark ink, appearing to read "James B. Millner", is written over the typed name. The signature is fluid and cursive, with a large initial "J" and "M".



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April 24, 2003

Piedmont Triad Airport Area Transportation Study AND Greensboro Urban Area Thoroughfare Plan Proposed Amendments

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

I would like to express to you my sincere disapproval of your decision in choosing Alternative 2 for the new "Airport Connector." First of all there are 3 large developments that will be adversely impacted by your new highway plan. These are Quail Creek, Woodfield, and Bull Runn. These developments are less than 5 years old, not to mention the fact that no one living in these developments were told of your plans to build a major thoroughfare through these neighborhoods, even though the plans have been in the works for many years. County Planners knew of these plans and still allowed the neighborhoods to be built knowing that some people would lose their homes not to mention their property value being destroyed. You promote this road as being the "airport connector" yet your road almost bypasses the airport completely. There is already 2 highways that feed to the airport from Winston Salem and Kernersville. Why do you say you need another? I don't think you do. Your alternative was the least supported of all the alternatives that were put out about 8 months ago. It has the largest number of businesses that

Please submit completed comment forms to PART, using any of the methods listed here:

Mail:

PART

6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

(over)

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name Melissa Van Wert

Phone 996-1332

Affiliation Bull Runn resident

Fax —

Address 8594 Bayton Drive

E-mail —

Colfax, NC 27235

☐ Check here if you would like to be added to the PART mailing list.

will be condemned and also the largest number of receptors impacted by noise. It has the second largest number of homes that would be condemned and acreage of wetlands that would be impacted. I feel that Alternative 3 would be a much better choice and will have the least impact on the community as a whole. Money or not, do the right thing and change your choice to Alternative 3.



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I believe that proposal #2 would be detrimental to my neighborhood and other developments such as Quail Creek and Woodfield. The detrimental impacts will consist of the following: decreased property value, increased noise and pollution, tranquil of environment. This proposal affects more residents in concern to noise in comparison to Alternative #3 where 12 residents are affected compared to 29 for Alternative #2. Alternative #3 affects the least amount of brand new homes. Alternative #3 supports directing traffic southbound to Painter Blvd. (as stated goal). Alternative #2 has greatest population density and obliterates Woodfield's entrance. Cost estimates for Alternative 2 did not include this added cost and cost of Water Tower. Average home values were also lower than actual. I would like you to reconsider Alternative #3 and →

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So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Elena Loiselle</u>	Phone <u>336 996 1245</u>
Affiliation _____	Fax _____
Address <u>8595 Bayron Dr</u> <u>Colfax NC 27235</u>	E-mail <u>Elena.loiselle@msn.com</u>
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

W/ I ap AG to have a more impact
individual on delay + decision on order
to obtain and have for action that
is more complete

Thank You

Eli Lisselle



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Please see attached sheets

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	E-mail:	scottr@partnc.org

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So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Todd C. Gietzen</u>	Phone <u>992-3994</u>
Affiliation <u>Resident</u>	Fax _____
Address <u>2304 Byron Court</u> <u>Colfax, NC 27235</u>	E-mail <u>TGietzen@triad.rr.com</u>
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

To whom it may concern:

My name is Todd Gietzen and I live at 2304 Bayron Court, Colfax, NC 27235. This address is in the Bull Runn neighborhood, one of those effected by the new highway plan up for your consideration. Stan Swofford, Staff Writer with the Greensboro News & Record quoted me in the April 25, 2003 edition as saying "I just don't understand" at a public meeting at the Piedmont Triad Partnership office. This meeting was held to discuss with residents the new thoroughfare plan around the PTI airport for which one out of four options was selected. The selected option was Alternative 2. After three weeks of mulling over the different scenarios and studying the comparison matrix that was presented at the meeting, I must say that I still do not understand.

After studying this comparison matrix, in my opinion and that of many others, the only category that Alternative 2 wins on is cost. And given how easily costs can increase on a project of this scale, especially considering that we as concerned residents feel that incorrect data was used and other cost factors were left out, cost should not be the decisive factor. Alternative 2 has the largest number of homes that must be "relocated" as the comparison matrix category is labeled, although destroyed is the accurate term. This number is the second largest number out of all four the alternatives. Alternative 2 has the largest number of businesses that will be destroyed. Alternative 2 has the largest number of noise receptors (29) of all four alternatives. Putting all of these factors together I just cannot understand how this option wins.

There were a total of 25 categories listed in this comparison matrix that was published. On display at the PART meeting was a board that listed the reasons that Alternative 2 was selected. One of these reasons was that it had one of the lowest total of being "worst" in the categories and the highest total of being "best" in the categories. But, if you look at these categories closer, Alternative 2 is actually *tied* for "best", not best in all categories except for cost. The categories that it is "worst" in are really the *worst* and all fall under the Socioeconomic Factors heading: residential destructions, business destructions, and noise receptors. I understand and believe in the use of these matrices in evaluating alternatives. I have used them on numerous occasions both in my schooling and in my career. One important fact that was always stressed to me and that has apparently been left out here is that individual weights must be assigned to each category. It is not enough to just count the number of "best" and "worst" ratings in a category. These weights would be determined by how important a category is to the overall success of the project. In this case, I would think that the Socioeconomic Factors categories would hold a substantially high weight because they involve the health and well-being of county and city residents. This would make Alternative 2 much less attractive.

To address the incorrect data that we feel was used, and the factors that we feel were not considered, please think about the fact that the average home value used in the cost evaluation was \$150,000. I do not know the average value of the homes in any of the effected neighborhoods other than Bull Runn, but I have a very hard time believing that very many homes were sold at \$150,000. I have a harder time believing that enough



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— Please See Attached —

DaShenna Huey

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	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>DaShenna F. Huey</u>	Phone <u>336-993-4238</u>
Affiliation <u>Bull Runn Homeowner</u>	Fax _____
Address <u>8590 Bayron Drive</u>	E-mail <u>hueydf@triad.rr.com</u>
<u>Colfax, NC 27235</u>	<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.

May 20, 2003

Transportation Advisory Committee
Greensboro Urban Area MPO

Sandy Carmany, Chairperson
J. Douglas Galyon, Keith Holliday, Bob Landreth,
Robbie Perkins, Mary C. Rakestraw, Donald Vaughan

Ladies and Gentlemen:

As a resident of Bull Runn, I want to express my concern and confusion about the recent proposal to the Greensboro Urban Area Thoroughfare Plan and its potential impact on Bull Runn, Woodfield, and Quail Creek. All three of these neighborhoods are less than 5 years old.

I have read through the Piedmont Triad Airport Area Transportation Study of April 15, 2003. My husband also attended the PART open house meeting on April 24. I want you to know we are actively gathering information so that we can understand the alternatives under consideration, why the roads are needed, and the impact to our neighborhood.

It is my understanding the planners have recommended Alternative #2. On May 28 you, as a committee, will decide if Alternative #2 will be added to the list of future projects.

It has been exactly one year since we moved to our new home in Bull Runn. If Alternative #2 is added to the list of future projects, the highways will affect the most densely populated portions of the area, i.e., Bull Runn, Woodfield, and Quail Creek. Before you make a decision that will impact the lives and finances of many families, please consider a few of my concerns.

Why would Guilford County approve the establishment of new neighborhoods (some of which are only one year in existence) and allow new sub-divisions to be built in the path of or adjacent to highways under evaluation?

During the PART open house meeting of April 24, no one knew Bull Runn existed. Many residents of Quail Creek and Woodfield were not aware of Bull Runn. Alternative #2 notes 31 Residential Relocations. **Were Bull Runn and perhaps some other new neighborhoods counted?**

Alternative #2 obliterates the entrance to Woodfield; however, no plan to build a bridge or a new entrance was included in the cost estimate. PART now says they will most likely recommend a new entrance be constructed from Cude Road and estimate this cost to be \$600,000. This \$600,000 estimate does not include acquiring right of way from the properties on Cude Road or from the developer who owns the remaining property in Woodfield. **Does Alternative #2 really win on cost?**

All of the homes affected under this alternative get their drinking water from wells. The earth moving and construction of these roads will produce run-off and pollutants that will



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I am a resident at Bull Run and moved her in Oct of last year. I want to express my concern about the recent proposal to the Greensboro Urban Thoroughfare Plan and its impact on my new neighborhood.

I believe that proposal #2 would be detrimental to my neighborhood and other new developments such as Quail Creek and Woodfield. The impact of these developments would cause significant decreases in property value of these new developments, would increase noise and pollution, and would tranquil or environment. I believe that this proposal affects an increased number of individuals compared to alternative #3 which appears as to have a lower overall impact on individuals.

These new neighborhoods are now formed, and it is important to recognize the impact of this decision on the residents. The need and development of new highways may be required in the future, although it seems insensitive to cut through new developments.

I do not believe that all the proper questions have been answered. As a resident of Bull Run I am concerned because when looking at the maps and plans it appears that they do not include our development. Data indicated on the comparison grid appear incomplete as it appears to have lower than average home costs, no grad separation or access road for Woodfield, little explanation on environmental-watershed concerns, congestion at intersections, and concerns of local and throughway traffic.

I hope that you will reconsider Alternative #3 and delay the decision in order to obtain and share information that is more complete.

Thank You *D. Payne*

Please submit completed comment forms to <u>PART</u>, using any of the methods listed here:	Mail:	PART 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
	Fax:	(336) 662-9253
	E-mail:	<u>scottr@partnc.org</u>

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Denon Payne</u>	Phone <u>336-996-1245</u>
Affiliation _____	Fax _____
Address <u>8595 Bryan Dr</u>	E-mail <u>denonp@hotmail.com</u>
<u>Colfax NC 27235</u>	<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.



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Please submit completed comment forms to PART, using any of the methods listed here:

Mail:

PART

6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

Please submit all responses by May 21, 2003. Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name William F. VanWert Jr.

Phone 996-1332

Affiliation Bull Run Resident

Fax —

Address 8594 Baycon Drive

E-mail ghazFire1@aol.com

Colfax, NC 27235

☐ Check here if you would like to be added to the PART mailing list.



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*See
Attached*

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	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Thomas Nicholas Wright</u> <u>NICK WRIGHT</u>	Phone <u>(336) 996-0588</u>
Affiliation <u>BULL RUN RESIDENT</u>	Fax _____
Address <u>2300 BAYVIEW CT</u> <u>COLFAX NC, 27235</u>	E-mail _____
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

May 19, 2003

Transportation Advisory Committee

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth,

Robbie Perkins, Mary C. Rakestraw, Donald R. Vaughan

Ladies and Gentlemen:

I am a resident who is impacted by the Greensboro Urban Thoroughfare Plan. I consider it a right and a responsibility of citizenship to participate in forming the vision for how my neighborhood will change in the future as our community continues to grow and expand. In conjunction with residents of my neighborhood, Bull Run and the residents of Quail Creek and Woodfield I have attached a detailed list of reasons for the Transportation Advisory Committee to choose Alternative #3 as the starting point for the Thoroughfare Plan. We have had the opportunity to have questions answered by the planners and engineers involved in drawing up the alternatives. Our perspective as residents in the area is unique and the decision for which alternative we support is well supported by the information we have received. I feel the alternative we have chosen to support is the most reasonable and considerate of all concerned.

The red line of alternative #2 runs through the most densely populated portions of the area, the subdivisions of Bull Run, Quail Creek and Woodfield. Within your array of alternatives there is a reasonable solution. Placing the highways outside the greatest number of subdivisions, as is the case in alternative #3, will create a more attractive community and increase the value on the entire area. Alternative #3 allows for future development of a technological park which is my understanding is the vision that the city planners have developed. Alternative #3 appears to be the most "future friendly" plan to ensure preservation of the area which will make it attractive to new business moving in.

We were drawn to this area to call home related to the schools for our children and it is located in such a way it gives quick access to our places of employment. Our neighborhoods are young and yet organized and becoming active communities within themselves. We obviously have a deep interest in what the future will bring to our communities and a strong desire to preserve the areas we call home. As you plan for the transportation needs for the future we thank you for considering our input. You have the opportunity to create even better living, working and green spaces with less expensive right of ways for highways if you plan more carefully and consider what we have proposed.

Respectfully Submitted,

Thomas J. Douglas

We learned from PART that it was a "close call" in deciding that Alternative #2 become the recommended plan related to cost effectiveness however, there are many factors that were not taken into account. These factors are cost related and some of the basic assumptions used were not accurate. Some of these facts are listed below for your review.

1. The average home values used to estimate cost of obtaining right of way was \$150,000. At least one-third of the homes that would be seized in Alternative #2 have an average value of \$250,000

2. Alternative #2 obliterates the entrance to Woodfield yet, there is no plan to build a bridge or a new entrance included in the cost estimate. PART now says they would most likely recommend a new entrance be constructed from Cude Road and estimate this cost to be \$600,000. Again, this was not included in the costs. What's more, this \$600,000 estimate does not include acquiring right of way from the properties on Cude Road or from the developer who owns the remaining property in Woodfield.

3. Population density around the highway was not studied in these plans and Alternative #2 has the highest population density that would be negatively impacted.

4. The mammoth interchange at Pleasant Ridge & 68 (which would also be connecting I-73 and the New Northern Forsyth Airport Connector) will create a large amount of local congestion that was not considered as a negative impact in planning. In addition to already heavy commuter traffic and the many school buses that use this route extensively.

5. One of the stated objectives of the highway plan was to divert traffic away from the airport as much as possible yet this interchange increases traffic near the airport (in comparison to Alternative #3).

6. Moving the Highway connector (#5 above) more north in Alt. 3 supports better "planning" for the undeveloped land between the airport and the highways because it allows for a larger amount of available land use that is uninterrupted by highways. This speaks to predicted growth in residential, commercial and office/retail development in this area and more organized planning to accommodate this growth, ensuring this continues to be a desirable place to live.

7. Alternative #2 requires the removal of the water tower adjacent to the Pleasant Ridge/68 intersection and this was not taken into consideration in the plan.

8. Alternative #3 directs Southbound I-73 traffic away from the airport to Painter Boulevard and thus accomplishing the stated goal of the study to direct traffic away from the airport.

9. Alt. #3 impacts 1 less business, and reduces noise mitigation impact from 29 residents to 12 (vs. Alt. #2).



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	E-mail:	scottr@partnc.org

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So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Deborah T. Wright</u>	Phone <u>336-996-0988</u>
Affiliation <u>Bull Run Resident</u>	Fax <u>336-996-9708</u>
Address <u>2300 Bayron Ct</u> <u>Culfax NC 27235</u>	E-mail <u>baseballmom@triad.rr.com</u>
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

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Respectfully Submitted,

Deborah Wright

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If "our" (the people who live in this area) input is important why have you chosen Alt #2? Alt #2 has the highest population density of all the alternatives - It makes more sense to choose a plan that affects the least number of families rather than the most. I support Alt #3 since it will affect less businesses & residential areas. There is more undeveloped land in Alt #3 - less people would have to be relocated, therefore less money would be spent in buying existing homes.

Please submit completed comment forms to **PART**, using any of the methods listed here:

Mail: **PART**
6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409

Fax: (336) 662-9253

E-mail: scott@partnc.org

Please submit all responses by May 21, 2003. — Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name Toni Ragno Phone 336-996-5065

Affiliation Homeowner - Bell Run Fax same

Address 8593 Byron Dr. E-mail Jamesragno@AOL.com

Cottax NC 27235

☒ Check here if you would like to be added to the PART mailing list.



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Why Alternate #2?

Have all estimating costs been included in construction costs, mainly, purchase of right-of-way through the residential neighborhoods of Woodfield and Quail Creek (average home value \$200,000+)

Alternate #2 has: the 2ND most home residential relocations

- the most business relocations of the alternative*
- the 2ND most wetlands impacted*
- entrance to Woodfield (upscale residential) Subdivision will have no access and must provide a entrance (cost involved)*
- highest population density that would be negatively impacted*

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Fax:

(336) 662-9253

scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name

Kim Lilly

Phone

605-0416

Affiliation

Quail Creek Resident

Fax

Address

*8509 Quail Creek Drive
Colfax NC 27235*

E-mail

KLillypad@broad.rr.com

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AND
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

See attached page

Please submit completed comment forms to PART, using any of the methods listed here:

Mail:	PART 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
Fax:	(336) 662-9253
E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name	<u>CHRISTOPHER DEANGELO</u>
Affiliation	<u>BULL RUN RESIDENT</u>
Address	<u>2302 BAYRON CT.</u> <u>COLFAX, NC 27235</u>
Phone	<u>(336) 993-4480</u>
Fax	_____
E-mail	_____
<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.	

Christopher DeAngelis
2302 Bayron Court
Colfax, NC 27235
May 19, 2003

PART
6415 Bryan Blvd, Suite 18
Greensboro, NC 27409

To Whom It May Concern,

As a resident of the Bull Run development, I am outraged at the mere thought of Plan #2 for the proposed highways. It astounds me, along with my neighbors, that TAC would propose the most unappealing plan, not only to the residents of Bull Run, but also to the residents of two other established developments; Quail Creek and Woodfield.

With all three developments not yet five years old, (Bull Run being the newest), I question the reasoning as to why the state of North Carolina and Guilford County would even allow the approval of these lands to be developed in the first place, fully knowing ahead of time, these highways were to be built. I cannot even begin to perceive the lack of forethought that is clearly evident regarding the planning for these major roadways that will now undoubtedly affect the lives, homes and finances of so many. Probably what angers me most of all, is the feeling of being deceived and cheated by way of being not informed prior to purchasing my new home and taking residency here in Guilford County. The voices of the homeowners, tax paying residents, and citizens whose quality of life will be most affected by these proposals financially and otherwise, need to be heard and accommodated foremost in decisions of this magnitude; anything less at this point I would deem unconstitutional. I also question the legality of the sale of our homes. Were they sold to us under false pretenses?

It is our understanding, after meeting with other residents of the community, that Alternative #4 is no longer a consideration. Therefore, along with the other residents, I support Alternative #3 which would have the least negative impact on everyone. In contrast to Alternative #2, which includes the largest number of residential homes, Alternative #3 will have the least impact on the environment's wetland and airport traffic.

I hope that the opinions and views of all the residents responding to this commentary are taken seriously by PART, county and state officials. I do not believe from what I have learned thus far, all the factors have been considered in choosing Plan #2, and in all honesty I don't believe enough research and proper planning has been made for the proposed highway in general.

Respectfully,

A handwritten signature in cursive script that reads "Christopher DeAngelis".

Christopher DeAngelis



Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study
AND
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

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Alt. 2 concedes that 31 homes will be acquired + condemned for the highways + yet the quality of life for the homes bordering those condemned will be severely impacted, not to mention the ability to sell their homes or retain fair market value.

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	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Dean Thompson</u>	Phone <u>668-3895</u>
Affiliation <u>Homeowner</u>	Fax _____
Address <u>8508 QUAIL Creek Dr.</u> <u>COLFAX, NC 27235</u>	E-mail _____
<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.	



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Our development is less than 5 yrs old. even after ading we were not made aware of the Hwy plans until after we purchased our home. Conty Planners knew these roads were coming but still allowed residential development in the impacted area For a county thats trying to prove it can plan well for growth, this is a prime example of the poor planning! The homeowners are the victims of poor planning!

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	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Sandra Thompson</u>	Phone <u>336 668-3895</u>
Affiliation <u>Homeowner</u>	Fax _____
Address <u>8508 Quail Creek Dr.</u>	E-mail _____
<u>COLFAX, NC 27235</u>	<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.



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April 24, 2003

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- **Delete the Winston/PTI Connector from the plan.** There is not enough air passenger traffic through PTI to justify a very expensive new highway to handle 24,000 VPD. The existing Bus-40, I-40, and NC-421 (slated for widening in 2009) corridors should be the focus of capacity upgrades, assuming PART's plan is more than infrastructure for Wendover-style commercial development in rural western Guilford and eastern Forsyth. Any new corridor and development plans in rural residential areas will be met with vocal community opposition.
- The proposed Sandy Ridge Ext. heads east, connecting with Painter Blvd just a couple miles north of Hwy-421 and I-40, producing a redundant bypass parallel to an expanded NC-421 (booked) and I-40 (in-progress). That's an excessive amount of east/west capacity in a short 3-mile stretch. **If this road is necessary, modify its path $\frac{1}{4}$ to $\frac{1}{2}$ mile south**, with a grade separation over Pleasant Ridge Rd. approx. $\frac{1}{2}$ mile south of the proposed location. The roadway should proceed east slightly south of its planned corridor, meeting NC-68 approx. $\frac{1}{2}$ mile south of its currently planned location near Pleasant Ridge Rd., again proceeding east to join Bryan Blvd.
- **The new I-73 will be coming through the NC-68 area someplace**, although the routing is not yet finalized. Please figure that out first, then design these roads to wisely fill in undeveloped spaces, so that we don't tear up more expensive asphalt (like on Bryan Blvd) by putting a road in the wrong place as a result of poor planning.
- **How many PART and NCDOT officials currently live within these proposed corridors?** Please spare ALL neighborhoods in whatever plan finally emerges – it's the families whose houses do not get condemned who will suffer enormously. Work with your neighbors.

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Mail:

PART

6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name MARK GRUNENWALD

Phone 336-993-4475

Affiliation FOUR OAKS ASSOC.

Fax _____

Address 3396 DOVER CHURCH RD.

E-mail markg92@yahoo.com

COLFAX NC 27235

☒ Check here if you would like to be added to the PART mailing list.



Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study
AND
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We do not feel that these roads are necessary. IF any proposal should be looked at it would not be the proposal that runs directly behind 8404, 8406, 8410 etc. ^(POINT OAK DR) This proposal disrupts too many homes and businesses. Proposal #2, ^(by Guilford) if a proposal had to be picked would disrupt less homes and businesses and would be a better option. We are totally opposed to a road being built behind us at 8404 POINT OAK DR. It is unnecessary and will destroy much wildlife, the only wildlife left around our area, and devalue our property.

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Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

Please submit all responses by May 21, 2003. Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name BRAUN ALISON LAUREN

Phone 982-2882

Affiliation home owner - Fox Oaks

Fax _____

Address 8404 POINT OAK DR

E-mail _____

GREENSBORO NC 27235

☒ Check here if you would like to be added to the PART mailing list.

Brent McKinney

From: <SCarmany@aol.com>
To: <PDraeger@aol.com>
Cc: <newsmedia@ci.greensboro.nc.us>; <brentm@partnc.org>;
<jim.westmoreland@ci.greensboro.nc.us>
Sent: Saturday, May 17, 2003 1:32 PM
Subject: Re: TAC Recommendation - Airport Area Transportation Study

I've found that the only "constant" one can count on is that "there will always be change." Your whole area with its proximity to the airport and the proposed FedEx hub and related development is obviously already experiencing "change" in a big way. I wish I could offer you more encouraging words, but all the forecasts I have seen predict that that general area of I-40 / NC68/ Market St./ Pleasant Ridge Rd. vicinity will experience tremendous economic development.

I honestly do not know how the members of the TAC will vote on the proposed 4 alternatives -- at this point, they were developed and evaluated by professional staff persons at PART, NCDOT, GDOT, etc. That discussion and potential decision will occur on May 28. I do know that Alt. 4 that you said you prefer does create a bad transportation scenario in that it concentrates all the cars/traffic on the same segment of roadway at one point which = instant traffic jam and might not be the best choice transportation-wise.

I DO care about the impacts on individual properties as well as having to consider what is best for the whole community. I also realize that when a line is moved off one person's property, that means it goes onto someone else's and affects them. That's what makes these decisions so tough.

I was not aware you would be attending Monday's meeting -- I was given two names only. Please understand that I will be enroute to a meeting in Kernersville that I must attend and will be available for only a short time for the meeting with Mary. Looking forward to meeting you.

Sandy Carmany

Paul & Denise Draeger
8502 Mason's Pond Drive
Colfax, NC 27235

May 14, 2003

Dear Ms. Carmany,

I have been closely following the efforts of the state and local road planners as they pertain to the Piedmont Triad Area Transportation Study and their consideration of the final four planning scenarios currently on the table. I have a relatively large dog in this hunt from my personal perspective. At least two of the four would likely be visible from my living room, and three of the four would most certainly be audible from my currently peaceful deck. In discussions with members of these planning teams, residents of my homeowners' association have indicated that the plans are qualified as conceptual and the numbers generated have huge caveats as being very rough. Yet these conceptual levels of discussion and rough numbers are being used to drive very specific decisions as they pertain to my quality of life and my home's value. I will grant you that you have to use something to guide decision making in the early stages, but I would implore you to keep an open mind while you are at this early stage of planning and be aware that these rough figures and conceptual ideas should not be used to drive decisions in a vacuum. As I understand it, the current option of choice of the planning committees is Option 2. In reviewing these rough figures summarized in the document titled "Environmental Table for Public Hearing Alternatives", dated April 15, 2003, I don't see any compelling reason to choose Option 2, even at a high and rough level. I highly recommend your reconsideration of option 4 as the preferable option to pursue based upon soft costs, hard costs, and environmental impacts all detailed in the table and extrapolations of information from that table.

Soft Costs: When I look at this table, it appears to me that the impact to homeowners from a road of this magnitude being proposed comes in three concentric circles, only two of which come into play in your planning process. First there are the people who will have their homes purchased at fair market value due to the need to destroy these homes to build the road. Secondly there is the number of people who will have their homes impacted drastically by the noise. I believe that you call these "receptors impacted by noise". There is a third never mentioned consideration and that is the number of people who will have their quality of life and their real estate values destroyed as a result of being within close proximity of the road. I understand that North Carolina law precludes my seeking consideration for such damages, but what I don't understand is how this consideration doesn't even come into play in your planning process. Nowhere in the consideration of these plans does the number of people you will impact in a very negative and material way come into play. Please follow my logic for a moment regarding three of the four plans (2, 3, and 4).

	Option 2	Option 3	Option 4
Homes and businesses destroyed (as per your table 4/15/03)	36	32	39
Severe noise impact (as per your table 4/15/03)	29	15	12
"Proximity damage" (my extrapolation based upon double the number of homes destroyed and severe noise impact)	130	94	102

To assume that the number of "proximity damaged" homes would at least be double the number of homes impacted directly is likely very conservative. My point here is that option 2 has the highest number of noise impacted home of the four options. Lacking any due diligence around this "proximity damage" impact, I am amazed that you would continue to pursue finalizing a conceptual high level plan that after you approve it in early June will immediately and significantly impact my real estate values. This seems like utter disregard to the residents of this county, especially those who you directly impacting here. I suspect that the voters would feel that some greater level of diligence around this impact before making a decision would be the right thing to do. I believe that such due diligence would quickly lead you to option 4. Given that my concerns over this proximity damage consideration may have limited importance to your planning for some reason that I fail to understand and which the state and local planners who I have spoken with have failed to articulate, here are some other thoughts.

Hard Costs: From a bottom-line perspective, I see Option 2 as only about 5% cheaper than Option 4. At a rough level, 5% is a very tiny difference upon which to make a decision. Five percent can swing one way or another with greater planning specificity with the introduction of less than \$10 million in unforeseen costs.

Other Considerations: Option 4 requires the fewest new and rebuilt exchanges. It requires the fewest miles of roads. It has a much smaller impact on wetlands than 2 or 3. There appears to be a pond impacted in Option 4 due to the acres of surface waters impacted in option 4, but I can't see where this is on the maps that I have. I would like to inquire if this is the challenge of option 4, how might we mitigate this challenge and pursue option 4 since it seems preferable on many if not all of the dimensions.

In conclusion, I advocate that you choose Alternative 4 over Alternative 2. In discussions with members of the planning teams, members of my homeowners' association have come back and said that Option 3 was a close second to Option 2. I don't see why based upon the research I have seen. But given a choice between Option 3 and Option 2, we would support Option 3 over 2 and as a poor second to option 4. I strongly encourage you to focus some effort on getting your arms around the number of citizens who will be funding this effort that you will be impacting in a materially significant and negative way and heavily weight that impact along with the other drivers you have opted to consider in your decision making process. I suggest to you that the loss of quality of life for us and our neighbors from Alternative 2 will be significant. If Alternative 4 is not viable, I encourage you to be prepared to share the rationale on why it is not viable since there are so many pieces of logic supporting it as the option of choice.

No matter what option you select, I urge you to insure a commitment to minimizing the noise and other environmental damage to neighborhoods along the right of way. I hope you will consider this input seriously as you ponder your decision.

Brent McKinney

From: <SCarmany@aol.com>
To: <JAMESRAGNO@aol.com>; <TONIRAGNO@aol.com>; <keith.holliday@ci.greensboro.nc.us>; <rperkins@naimaxwell.com>; <Vaughanlaw@aol.com>; <blandre@co.guilford.nc.us>; <mrakest@co.guilford.nc.us>; <"NCDOT:
Cc: <newsmedia@ci.greensboro.nc.us>; <brentm@partnc.org>; <jim.westmoreland@ci.greensboro.nc.us>
Sent: Saturday, May 17, 2003 1:10 PM
Subject: Re: Proposed I-73 PART Project; support for Alternative #3

Thanks for sharing your concerns about the proposed alternatives offered in the Airport Area Plan. I am well aware of the impacts that all the alternatives pose to various residents and property owners in the area and want to find the best route with the least impacts if possible. GDOT staff is currently taking another look at Alternative 2 to see if it is feasible to nudge the line on the map out of the neighborhood(s) without compromising the traffic capacity, etc. which they hope to have available at the May 28 meeting.

I recently met with Janet D'Ignazio, head of planning operations at NCDOT, to discuss this plan and its implications. We are apparently in a "Catch 22" situation where more detailed studies cannot be conducted to better identify those impacts until we actually "put a line on the map" to start the process. She assured me that no matter which alternative is selected by the TAC (Alt. 1, 2, 3, 4 etc), once the detailed study process begins, ALL the alternatives would be back on the table and evaluated before a preferred alignment is selected. This detailed study will address all those questions/concerns you cited. And "best case scenario" which assumes all funding is in place (which it is NOT) and there are no significant problems with wetlands, historic properties, etc. would not see any construction for 12-15 years; reality says 20-30 years is more likely.

Bottom line -- I know it's scary to see those lines in one's neighborhood, but at this point -- and for a long time to come -- that's all it is, a line on a map. I cannot recall a single project that ended up being constructed exactly where the original "line on a map" was placed due to information discovered during the detailed analysis/planning stages. You certainly will be kept informed and please continue to share your comments and concerns to us as the process goes on -- but please understand that your concerns cannot be adequately evaluated and studied until that process gets started, which means putting a line on the map, and that line is likely to move numerous times before a final decision is made years from now.

Sandy Carmany

Brent McKinney

From: "denon payne" <denonp@hotmail.com>
To: <scarmany@aol.com>; <keith.holliday@ci.greensboro.nc.us>; <rperkins@naimaxwell.com>; <vaughanlaw@aol.com>; <blandre@co.guilford.nc.us>; <mrakest@co.guilford.nc.us>; <dgalyon@gfd.com>
Sent: Thursday, May 15, 2003 8:36 PM
Subject: Comment on upcoming TAC decision

To TAC,

I am a resident at Bull Run and moved her in Oct of last year. I want to express my concern about the recent proposal to the Greensboro Urban Thoroughfare Plan and its impact on my new neighborhood.

I believe that proposal #2 would be detrimental to my neighborhood and other new developments such as Quail Creek and Woodfield. The impact of these developments would cause significant decreases in property value of these new developments, would increase noise and pollution, and would tranquil or environment. I believe that this proposal affects an increased number of individuals compared to alternative #3 which appears as to have a lower overall impact on individuals.

I understand that this is at a conceptual point at this time, although over the past several years as building and development permits were continually given in these areas, the conceptual process was simultaneously occurring. Now that these new neighborhoods are formed, it is important to recognize the impact of this decision on the residents. The need and development of new highways may be required in the future, although it seems insensitive to cut through new developments.

I do not believe that all the proper questions have been answered. As a resident of Bull Run I am concerned because when looking at the maps and plans it appears that they do not include our development. Data indicated on the comparison grid appear incomplete as it appears to have lower than average home costs, no grad separation or access road for Woodfield, little explanation on environmental-watershed concerns, congestion at intersections, and concerns of local and throughway traffic.

I hope that you will reconsider Alternative #3 and delay the decision in order to obtain and share information that is more complete.

Thank You for your consideration

Sincerely

Denon Payne

8595 Bayron Dr

Colfax, NC 27235

Tired of spam? Get advanced junk mail protection with MSN 8.

Brent McKinney

From: "Elena Loiselle" <Elena-Rx@worldnet.att.net>
To: <scarmany@aol.com>
Sent: Thursday, May 15, 2003 10:59 PM
Subject: Comment on upcoming TAC decision

To Sandy Carmany

My name is Elena Loiselle and I am a resident at Bull Run. I just moved into this brand new development last October. I want to express my concern about the recent proposal to the Greensboro Urban Thoroughfare Plan and its impact on my new neighborhood.

I believe that proposal #2 would be detrimental to my neighborhood and other new developments such as Quail Creek and Woodfield. The impact of these developments would cause significant decreases in property value of these new developments, would increase noise and pollution, and would tranquil or environment. I believe that this proposal affects an increased number of individuals compared to alternative #3 which appears as to have a lower overall impact on individuals.

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I hope that you will reconsider Alternative #3 and delay the decision in order to obtain and share information that is more complete.

Thank You for your consideration

Sincerely
Elena Loiselle
8595 Bayron Dr
Colfax, NC 27235



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SEE ATTACHED SHEETS!

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	Fax:	(336) 662-9253
	E-mail:	scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name _____	Phone _____
Affiliation _____	Fax _____
Address _____	E-mail _____
_____	<input type="checkbox"/> Check here if you would like to be added to the PART mailing list.

As you can see from this e-mail, the folks forming a group from the Quail Creek, Woodfield, and Bull Run associations are not interested in what's best for us as residents, tax payers, and stewards of the environment. As their leader states in this e-mail, "we know our support of alternative #3 is self-serving".

Do not be persuaded to change your decisions based on bombardment from self-serving citizens. Do what's right for the taxpayers and the environment!

STICK WITH ALTERNATIVE #2!!!!

<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office"

/>----

-----Original Message-----

From: Maryfabrizio@aol.com [mailto:Maryfabrizio@aol.com]
Sent: Wednesday, May 14, 2003 12:46 AM
To: J1JJ2J@aol.com; fitzgeraldm@att.net; iceblueseas@juno.com;
sharon5371@hotmail.com; karen.j.hall@ncmail.net; powellr@rjrt.com;
BGranst@aol.com; jbfletcher230@earthlink.net; alsfleet@triad.rr.com;
Grunenwald Mark USGR; michelle@akacpa.com
Cc: donqc@doubledsystems.com; klander1@triad.rr.com; jrslbennett@yahoo.com;
rhueyl@triad.rr.com; bbunce@triad.rr.com; jakers2@triad.rr.com;
PDraeger@aol.com
Subject: update on highway planning process

this message is going to the folks i have listed in the colfax area
scattered about the proposed highways:

greetings from the quail creek, woodfield and bull run team that has been
continuing work to divert the highways from our neighborhoods. as you may be
aware, PART recently announced it was recommending Alternative #2 for the

proposed roads. our three neighborhoods would be negatively impacted by this
alternative so we have joined forces to study the plans (again) and look for
ways to have PART and TAC (the ultimate decision making body, the
Transportation Advisory Committee) reconsider. The public comment period is
up may 21st and the final decision is to be made may 28th.

in preparation, we have met with PART and D.O.T. representatives to
understand everything we can about the process and why they've made this
decision.

to make a (very) long story short, we are planning to bombard PART and TAC
with public comments (as well as the media and the local politicians) to
show that alternative #2 is by no means the clear "winner" as they state. in
addition, we very recently (as in last night) decided that we would unify
our voices even further in supporting only one other alternative so that we
aren't seen to be divided in our arguments. we have decided to support

Alternative #3 and in so doing, felt it our obligation to let you know. we
believe that Alternative #3 can be re-routed very easily to avoid going
through Four Oaks however right now the proposed routes go right through
Four Oaks as well as Laurel Acres and through a large number of farms and
private homes.

We're alerting you to this fact because we feel that in a similar position
(thinking you're relatively safe at this point and finding out later they've
chosen another alternative), we'd want to be working on a public response of
our own.

we know our support of alternative #3 is self-serving but we feel the
greatest number of homes would be spared a negative impact on quality of
life with this alternative.

at the very least, we hope you appreciate this "heads up" as to our actions
(which are in no way guaranteed to change a darn thing the way politics and
planning work around these parts).

feel free to contact me if you want any more information.
-Mary Fabrizio
931-1048



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April 24, 2003

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- ① Alternative #2 will destroy the lives of more than 31 homeowners. Property values will be going down with just the threat of this coming. It will destroy the 3 neighborhoods. These "neighborhoods" will not exist, when a road goes right through.
- ② #2 has the most homes affected, most businesses condemned, most receptors affected by noise.
- ③ The true cost to acquire right of way hasn't been considered. The average price of homes is \$275,000. The numbers can't be accurate given the cost of homes!
- ④ #2 doesn't account for access to Woodfield. The proposed route cuts off the entrance. And as for Qc - how will we enter a 6 lane highway?
- ⑤ The plan cuts through the Caffey Farm, which has a pond.

Please submit completed comment forms to PART using any of the methods listed here:

| | |
|---------|--|
| Mail: | PART
6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409 |
| Fax: | (336) 662-9253 |
| E-mail: | scottr@partnc.org |

Please submit all responses by May 21, 2003. – Thank you for your input!

| | |
|---|--|
| So that we may better respond to your concerns, please fill in your name and address. | |
| Name <u>Lisa Burch</u> | Phone <u>393-0305</u> |
| Affiliation <u>Quail Creek neighbor</u> | Fax _____ |
| Address <u>8211 Quail Creek Dr.</u> | E-mail _____ |
| <u>Colfax NC 27235</u> | <input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list. |



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I think this routing is an
commercial zone this area.
421 and the I40 corridor will
have the handle flow. If I have
to choose an option, it's #2.

Please submit completed
comment forms to **PART**,
using any of the methods
listed here:

Mail:

PART

6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409

Fax:

(336) 662-9253

E-mail:

scottr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name David Jackson

Phone _____

Affiliation _____

Fax _____

Address 8305 Point Oak Dr.
Colfax, NC 27235

E-mail _____

☐ Check here if you would like to be added to the
PART mailing list.

May 19, 2003

Transportation Advisory Committee

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth,

Robbie Perkins, Mary C. Rakestraw, Donald R. Vaughan

Ladies and Gentlemen:

I am a resident impacted by the Greensboro Urban Thoroughfare Plan. I consider it a duty of citizenship to participate in forming the vision of how my neighborhood will grow and change. Along with my fellow residents, I have chosen to attach a detailed list of reasons for the Transportation Advisory Committee to choose Alternative # 3 as the starting point for the Thoroughfare Plan. We have had much question and answer time with the planners and engineers involved in drawing up the alternatives. Our reasoning is well informed. We also live in the area and we each have a unique perspective for you to consider.

The red line of alternative # 2 runs through the most densely populated portions of the area, the subdivisions of Quail Creek, Wood field and Bull Run. Within your array of alternatives there is a solution. Placing the highways outside the greatest number of subdivisions, as is the case in alternative #3, will create a more attractive and therefore more valuable community in the entire area. Alternative #3 also creates the most space between the interstates, a matter that I understand is important for city planners who envision annexation of the area and development of a technology park. The character of the land will be much more inviting to such businesses if the existing residential, historical and natural beauty of this area is preserved as a whole. It is a more sophisticated approach to planning that will work in this area if you make your best effort.

Though young, our neighborhoods are already organized, active communities. We have a terrific set of schools for our children and many of us work within minutes of where we live. We know that our little area between Winston and Greensboro is perhaps the best place to live and work in the whole Triad. We have a deep and meaningful interest in the future of our community. As you plan for the transportation needs of the future we thank you for considering our input. You have an opportunity to create even better living, working and green spaces with less expensive right of ways for highways if you plan more carefully and consider what we have proposed.

Respectfully Submitted,



Karen Lander

668-9280

encl. 3

May 18, 2003

Transportation Advisory Committee

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth,

Robbie Perkins, Mary C. Rakestraw, Donald R. Vaughan

Ladies and Gentlemen:

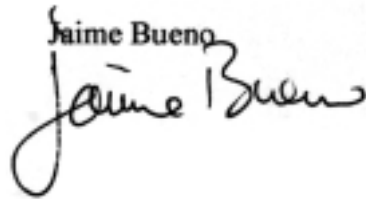
As residents of Quail Creek subdivision and as impacted citizens of this community by the Greensboro Urban Thoroughfare Plan. We have elected to voice our opinion, and list the many reasons why the Transportation Advisory Committee should consider Alternative # 3, instead of Alternative # 2, as the starting point for the Thoroughfare Plan.

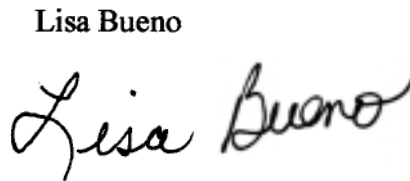
- 1 Compared to the other 3 alternatives considered in the final round, Alternative # 2:
 - Has the 2nd largest number of homes that would be condemned
 - Has the largest number of businesses that would be condemned
 - Has the largest number of receptors that would be impacted by noise
 - Has the 2nd largest acreage of wetlands that would be impacted.
2. The city has already committed to relocating Bryan Boulevard to accommodate the addition of a 3rd runway at PTI and Alternative # 2 renders this section of Bryan Blvd. useless.
3. In comparing the other alternatives, it does not appear that the true cost of acquiring the right of way was considered. The average cost of a home in these neighborhoods is \$275,000. Common sense dictates that Alternative # 2 would dramatically increase costs.
4. The red line of alternative # 2 runs through the most densely populated portions of the area, the subdivisions of Quail Creek, Wood field and Bull Run. Within your array of alternatives there is a solution. Placing the highways outside the greatest number of subdivisions, as is the case in alternative #3, will create a more attractive and therefore more valuable community in the entire area. Alternative #3 also creates the most space between the interstates, a matter that I understand is important for city planners who envision annexation of the area and development of a technology park. The character of the land will be much more inviting to such businesses if the existing residential, historical and natural beauty of this area is preserved as a whole. It is a more sophisticated approach to planning that will work in this area if you make your best effort.
5. Though young, our neighborhoods are already organized, active communities. We have a terrific set of schools for our children and many of us work within minutes of where we live. We know that our little area between Winston and Greensboro is perhaps the best place to live and work in the whole Triad. We have a deep and

meaningful interest in the future of our community. As you plan for the transportation needs of the future we thank you for considering our input. You have an opportunity to create even better living, working and green spaces with less expensive right of ways for highways if you plan more carefully and consider what we have proposed.

6. At the time we where considering buying our house in this subdivision, we where not made aware by any county official of any highway plans. County planners knew these roads were coming and yet the governing officials who these planners report to still allowed residential development in the impacted areas. For a county that is trying to prove it can plan well, this is a prime example of doing exactly the opposite, and the homeowners being the victims of the terrible planning.

Sincerely,

Jaime Bueno


Lisa Bueno




Public Comment Form

April 24, 2003

Piedmont Triad Airport Area Transportation Study AND Greensboro Urban Area Thoroughfare Plan Proposed Amendments

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

As a former project manager and project management trainer for a fortune 50 company I have a tendency to look at the proposed options from a different perspective than many of my neighbors. It concerns me greatly that this document is being presented to decision makers with as many apparent discrepancies in developing the decision matrix as exists in the study document. It seems that the data being presented has been "massaged" to support a desired outcome "Alternative 2" rather than present accurate data across the board. Major cost items were missed or ignored in alternative 2's section of the matrix; water tower at the corner of Pleasant Ridge and Hwy 68, and road access to the Woodfield subdivision. The cost estimated shown in the matrix for Alternative 4 is highly questionable in that it has the fewest miles, least amount of new interchanges and an obviously inflated grade separations number. In the soft impact areas no surface water impact is shown in matrix for alternative 2 whereas at least three existing water bodies bi-sectioned. There are number of other discrepancies as well.

While this project will take years to even reach the funded stage, where the lines show on any published map impacts the housing values and marketability of homes both directly impacted and those within 1000 feet or so of the propose roads. The NCDOT procedures and this study document do not include those homes with proximity impacts and since alternative #2 directly impacts three of the most densely populated areas of the general study area it has by far the most proximity impacts of any of the alternatives.

(See Attached for continuation)

Please submit completed comment forms to PART, using any of the methods listed here:

Mail:

PART

6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409

Fax:

E-mail:

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.

Name Don Davenport (#94yrre)

Phone 336-552-8255

Affiliation Quail Creek

Fax _____

Address 8301 Quail Creek Dr.

E-mail don.qc@doubledsystems.com

Colfax, NC 27235

☒ Check here if you would like to be added to the
PART mailing list.

While I fully support the need for more limited access roads in the Western sections of Guilford County I cannot believe that placing roughly parallel roads of interstate standards 3-4 miles apart represent good planning. It would make much more sense to separate the roads by approximately 10 miles and develop a network of 4 or 5 lane feeder roads at 1-2 mile intervals to handle local traffic and to provide access points to the interstate level roads. There are of course two methods for handling traffic volume increases – more lanes or more roads. It was related that some of the longer alternatives (more northern) were downgraded because of increase pollution problems due to the mileage. There is a whole lot less pollution created by a vehicle traveling over a route in 10 minutes than one sitting in a traffic jam for 30 minutes due to intersections too close together and traffic flow systems that stop you at every light as most do in Guilford county. Heck getting adequate traffic control systems in place and having competent people with state of the art flow control software setting the system up would reduce emission by 15% to 20%, not to mention the increase in traffic volume capabilities. A whole lot cheaper too!

None of the alternatives consider the impact on the community during construction. Pleasant Ridge / Hwy 68 intersection has a significant traffic flow and placing an interchange in that area will cause major traffic problems for years considering the NCDOT's apparent project management philosophy, capabilities, or the funding methods that won't allow a project to be completed in a reasonable amount of time (I haven't yet figured out which is the problem). PART has indicated that there may not be access to this interchange from Pleasant Ridge which would translate into no access from Pleasant Ridge to Hwy 68 as well. This reduces the access to our neighborhoods significantly and of course will impact housing marketability and value. Currently almost everyone living in this area utilizes Hwy 68 daily.

Don M. Davenport
8301 Quail Creek Dr.
Colfax, NC 27235
May 18, 2003

Transportation Advisory Committee

Greensboro Urban Area MPO

Sandy Carmany, Chairperson

J. Douglas Galyon, Keith A. Holliday, Bob Landreth, Robbie Perkins, Mary C. Rakestraw,
Donald R. Vaughan

Ladies and Gentlemen,

I am writing concerning the Greensboro Urban Thoroughfare Plan / PTA Area Transportation Study that was presented for public comments on April 24th of this year and is scheduled to be presented to you on May 28th. I am extremely concerned that you are being asked to make decisions based on this study document and the recommendation of Alternative 2 as a preferred choice. In the first place cost estimates at this stage of the process are of little value unless the estimates between proposals vary by more than 30% to 40%, yet this seems to be the key in choosing alternative 2. It appears that this data presented in the decision matrix has been *massaged* to support a desired outcome as there are a number of significant discrepancies between the data and what is apparent on the aerial photographs, and even more if you drive around the area. I would be happy to show you in detail what discrepancies exist but a quick look at the cost estimate for Alternative 4 is indicative in that it has the least amount of new roads, least number of new interchanges, and somehow the most grade separations although it crosses the fewest roads.

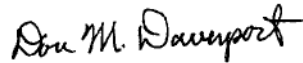
I ask you to reject Alternative 2 and send the planners back to the drawing board with significant involvement from the community. While I see a definite need for more limited access roads in the Western part of Guilford county, I consider it poor planning to put 2 parallel interstate design level roads 3 miles apart. Placing them 10 miles apart with a network of 4 to 5 lane feeder roads makes a lot more sense.

I am of course concerned about all of this since I am a home owner in the Quail Creek subdivision. Any line showing a major road to be built near my home that appears on any published map impacts the current resale value and marketability of my home even though the actual road may not come through close to my home and is years in the future. Alternative 2 directly impacts three of the four most densely populated areas of the study area. Alternatives 3 and 4 do not impact these three areas and Alternative 3 can be easily modified to avoid the Four Oaks subdivision by more than 1000 feet which would minimize or negate impact to that subdivision. The study guidelines do not consider those *proximity* impacts which are not directly touched by the road although the impact on those homeowners may be significant both financially and to their quality of life. Alternative 2 by far has the most *proximity* impacts of all the alternatives.

It was related that some of the longer alternatives (more northern) were downgraded because of increase pollution problems due to the mileage. There is a whole lot less pollution created by a vehicle traveling over a route in 10 minutes than one sitting in a traffic jam for 30 minutes due to intersections or interchanges too close together and traffic flow systems that stop you at every light as most do in Guilford county. Heck getting adequate traffic control systems in place and having competent people with state of the art flow control software setting the system up would reduce emission by 15% to 20%, not to mention the increase in traffic volume capabilities. A whole lot cheaper too!

None of the alternatives consider the impact on the community during construction. Pleasant Ridge / Hwy 68 intersection has a significant traffic flow including the majority of the buses going to and from Colfax Elementary School. Placing an interchange in that area will cause major traffic problems for years considering the NCDOT's apparent project management philosophy, capabilities, or the funding methods that won't allow a project to be completed in a reasonable amount of time (I haven't yet figured out which is the problem). PART has indicated that there may not be access to this interchange from Pleasant Ridge which would translate into no access from Pleasant Ridge to Hwy 68 as well. This reduces the access to our neighborhoods significantly and of course will impact housing marketability and value. Currently almost everyone living in this area utilizes Hwy 68 daily.

Sincerely

A handwritten signature in black ink that reads "Don M. Davenport". The signature is written in a cursive, flowing style.

Don M. Davenport



Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study
AND
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

It is my understanding that the law requires these Public Comment Periods for planned roadways. I believe the reality of the process is you merely "going through the motions" to obey the law. How else can you explain why the Airport Interchange for the newly relocated Bryan Boulevard is already being designed to "Interstate Standards" to accomodate an East/West pass through of I-73? You've already decided that Alternative #4 isn't an option you plan to pursue! And yet, you presented Alternative #4 to the Public in November and asked for Public Comments as if it's a plan you're seriously considering. We bombarded you with comments, and the public chose Alternative #4.

Now it is spring and we're told that Alternative #2 is recommended. No big surprise really, since this Alternative calls for an I-73 Connector that ties into the Airport Interchange mentioned above. Never mind that the "public responded," and that Alternative #2 has the largest amount of people who will be negatively impacted by these roadways.

So here I am submitting my Public Comment Form arguing against Alternative #2 and hoping this time you won't just "go through the motions" of listening. You should know that there are several compelling reasons NOT to select Alternative #2 and no real compelling reason to select it. We're told that it "wins" because it keeps the greatest amount of traffic moving quickly over the shortest amount of roadways. In other words, the needs of the commuters outside of the area are being placed above the greater good of the people living within the roadways. In your summary of all the factors being weighed for each alternative, you failed to include the amount of people who will live adjacent to these roads. Close enough to suffer but not close enough to be destroyed. You have a responsibility to take this larger picture into consideration and I strongly urge you to do so. Then maybe we'll know you're truly listening.

| | | |
|--|--------------|---|
| Please submit completed comment forms to <u>PART</u>, using any of the methods listed here: | Mail: | PART
6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409 |
| | Fax: | (336) 662-9253 |
| | | scottr@partnc.org |

Please submit all responses by May 21, 2003. – Thank you for your input!

| | |
|--|---|
| So that we may better respond to your concerns, please fill in your name and address. | |
| Name <u>David Fabrizio</u> | Phone <u>931-1048</u> |
| Affiliation <u>Quail Creek Homeowners Association</u> | Fax <u>931-1506</u> |
| Address <u>8512 Quail Creek Dr</u> | E-mail <u>dfabrizio@nerdata.com</u> |
| <u>Colfax, NC 27235</u> | <input type="checkbox"/> Check here if you would like to be added to the PART mailing list. |



Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study
AND
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

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ALTERNATIVE #2 NEEDLESSLY CUTS THROUGH 3 SUBDIVISIONS WHICH WILL DRIVE UP THE COSTS OF THE ACQUISITION PORTION OF THE PROJECT. THE ROUTE COULD BE MOVED NORTH WHICH WOULD ^{REDUCE} ~~REMOVE~~ THE IMPACT ON RESIDENTS WITHOUT INCREASING SIGNIFICANTLY THE COST OF CONSTRUCTION. ALSO, ADDING TRAFFIC THROUGH ALREADY BUSY NC-66/PLEASANT RIDGE RD. INTERSECTION WILL CAUSE A JAM.

Keith S. Hiatt

| | | |
|--|---------|---|
| Please submit completed comment forms to PART , using any of the methods listed here: | Mail: | PART
6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409 |
| | Fax: | (336) 662-9253 |
| | E-mail: | scottr@partnc.org |

Please submit all responses by May 21, 2003. – Thank you for your input!

| | |
|---|-------------------------------------|
| So that we may better respond to your concerns, please fill in your name and address. | |
| Name <u>KEITH S. HIATT</u> | Phone <u>336.664.6228</u> |
| Affiliation _____ | Fax _____ |
| Address <u>8506 QUAIL CREEK DR.</u>
<u>COLFAX, NC 27235</u> | E-mail <u>hiatt_k@ix.netcom.com</u> |
| <input type="checkbox"/> Check here if you would like to be added to the PART mailing list. | |

Linda Whitcher-Bunce

From: Keith Hiatt [hiatt_k@ix.netcom.com]
Sent: Monday, May 19, 2003 7:36 PM
To: blandre@co.guilford.nc.us; mrakest@co.guilford.nc.us; dgalyon@gfd.com;
keith.holliday@ci.greensboro.nc.us; scarmany@aol.com; rperkins@naimaxwell.com;
vaughanlaw@aol.com
Cc: Maryfabrizio@aol.com; bbunce@triad.rr.com; klander1@triad.rr.com;
donqc@doubledsystems.com; jrslbennett@yahoo.com; rhuey1@triad.rr.com;
pdraeger@aol.com; jakers2@triad.rr.com
Subject: Object to Alternative #2

To the members of the Travel Advisory Committee
from a resident of the Quail Creek subdivision

I draw your attention to the fact that Alternative #2 seriously impacts three relatively new subdivisions in Guilford County. The residents of these subdivisions had no idea that they were at risk for having the value of their homes reduced by a new highway cutting through said subdivisions. Other residents will have written to you giving all of the practical reasons why a more northerly route would be in the best interest of all concerned. I would ask that, at the very least, that you take the current county plat map and adjust the route to give a wide berth to those residential lots that already exist, specifically in the Woodfield, Quail Creek and Bull Run subdivisions, and reduce the impact on the largest number of residents of this portion of Guilford County.

Sincerely,
Keith S. Hiatt and Carolyn T. Hiatt
8506 Quail Creek Dr.
Colfax, NC 27235
Home: 664-6228



Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study
AND
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

See Attached

| | | |
|--|---------|--|
| Please submit completed comment forms to <u>PART</u> , using any of the methods listed here: | Mail: | PART
6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409 |
| | Fax: | (336) 662-9253 |
| | E-mail: | scottr@partnc.org |

Please submit all responses by May 21, 2003. – Thank you for your input!

| | |
|---|---|
| So that we may better respond to your concerns, please fill in your name and address. | |
| Name <u>Robert J. Wilson</u> | Phone <u>336 664-0270</u> |
| Affiliation _____ | Fax _____ |
| Address <u>8507 Quail Creek Dr.</u> | E-mail <u>bob2ls@aol.com</u> |
| <u>Colfax, NC 27235</u> | <input type="checkbox"/> Check here if you would like to be added to the PART mailing list. |

Robert J. Willson
8507 Quail Creek Drive
Colfax, NC 27235
336 253-7762

May 19, 2003

PART

5415 Bryan Boulevard, Suite 18
Greensboro, NC 27409

RE: Greensboro Urban Area Thoroughfare Plan Public Comments From
TO: PART and TOC Committee Members

I am a resident of the Quail Creek Development and I want to express my concern with the selection of Alternative 2 for the Thoroughfare Plan. My neighborhood, as well as the Woodfield and Bull Run Developments are less than three years old. This proposal will adversely affect property values, increase noise and pollution for the 350 residents of these beautiful neighborhoods. We understood the proximity of our home to the airport when we purchased it 2 ½ years ago, but no one mentioned that a major highway would be build next to it.

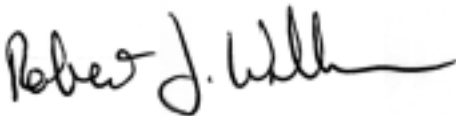
I understand that Alternative 2 was selected because it was the low cost option. There are several questions regarding the cost estimates by DOT/PART that need to be examined:

- Lower than actual cost of the homes impacted by Alternative 2. I believe the average cost of these homes is closer to \$275,000.
- Cost to build a new access to the Woodfield Development.
- Environmental and Watershed concerns
- Cost of building the Pleasant Ridge Rd. and Rt. 68 intersection as well as the congestion it would create. This includes the cost of moving the water tower in this area.

I strongly urge you to reconsider Alternate 3. This reduces the effects on the beautiful developments that are already in place. It also creates the most space between interstates and will allow for mix use developments, like a technology park and other business supported by FedEx, as well as maintaining the existing residential communities. The area would also be a more valuable tax base if and when it is annexed by Greensboro in the future.

Thank you for your consideration.

Sincerely;



Robert J. Willson

8402 Quail Creek Drive
Colfax, NC 27235

May 20, 2003

PART

6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409

Dear TAC Members:

As a residents of Quail Creek development we want to voice our opinion about the recent proposal to the Greensboro Urban Area Thoroughfare plan and its impact on our new neighborhood. We bought our home only 6 months ago in an area we considered a quite rural setting. When we closed on our house we had to sign documents stating we understood about the proposed expansion of the airport for a Federal Express hub. The only information provided to us was noise zone maps. We did independent research and read more about the noise zones. Not once did anyone mention verbally or in writing, the roadway expansion. After looking at noise zone maps we made an informed decision related to airport noise. We were not given the opportunity to make an informed decision with roadways.

Now we find ourselves looking at a 6-lane highway cutting through our neighborhood. We were never informed of this and if we had known about this proposed roadway we would not have chosen to live here! We feel this is unjust and deceitful. We are immensely concerned about the impact on our property value. We invested our life savings in the purchase of our home. Downsizing to a smaller residence and using the equity from our home is part of our retirement plan. Having the value of our home decrease will destroy our plan.

In addition to the long-term impact, we are concerned about our quality of life with the proposed thoroughfare plan. So much for sitting on our deck to hear the birds or to leave our windows open for a cool spring / fall breeze, now we can look forward to hearing tractor trailers and highway road noise.

We fully support the recommendations of the Quail Creek Homeowners Association to reconsider alternate #3.

Sincerely,

The block contains two handwritten signatures in black ink. The first signature, on the left, is 'Jeffrey S. Agee' and the second, on the right, is 'Judith A. Schanel'. Both are written in a cursive, flowing style.

Jeffrey S. Agee and Judith A. Schanel

Subj: **Letter to Tac**
Date: 5/20/2003 10:32:15 PM Eastern Daylight Time
From: k-roc@mindspring.com
To: Maryfabrizio@aol.com
Sent from the Internet (Details)

Kevin Perry
k-roc@mindspring.com
Why Wait? Move to EarthLink.

To: TAC

As NEW residents of the Quail Creek neighborhood I want to express my concern about the recent proposal to the Greensboro Urban Area Thoroughfare Plan and its potential impact on our relatively new neighborhood. One of the main reasons we purchased our home on April 24, 2003 was the tranquility of country life.

Understanding the supporting data between the 4 previous plans proposed this past November, it appears that little consideration was given to how Proposal #2 would impact not only the immediate path of the roadway but also the detrimental effects of the neighborhoods, particularly new developments like Quail Creek, Woodfield, and Bull Run. Some of our concerns include the devastating impact the proposed highway would have to our tranquil environment, not to mention the significant decrease in property values, increased noise and pollution. These two developments alone have over 350 residents that will be impacted directly or indirectly by this decision.

I understand that these plans are "conceptual" at this point of the planning stage, however, you must realize that you are dealing with a constituency of residents who purchased their homes in a area of development based on proximity to work, schools as well as to secure the value in their homes. The notion of creating new highways in support of the increased traffic seems not only insensitive to cut through new developments but devoid of proper planning and property owners interests.

Information shared recently within our neighborhoods indicates that far too many questions need to be answered regarding DOT/PART recent study. Data indicated on the comparison (evaluation) grid is incomplete. Examples include: Lower than actual average home costs; no grad separation or access road costs for Woodfield factored in the projected cost; little explanation of the impact on environmental-watershed concerns; and the congestion of intersections of Pleasant Ridge Rd. and Highway 68 " this particular intersection will be mammoth to take into consideration of local and throughway traffic (including school buses).

We strongly, urge you to reconsider Alternate #3 (as our neighborhoods collectively support). We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be both shared and understood.

Thank you for your consideration.

Sincerely,

Kevin Perry and Angela Owens
8202 Quail Creek Dr.
Colfax NC 27235

May 21, 2003

Dear Sir or Madam:

As a resident of the Quail Creek Neighborhood. I feel it is necessary to express the concerns that my family has about the impact that the Greensboro Urban Area Thoroughfare Plan will have on our relatively new neighborhood.

Based on the information provided. The proposed alternative #2 will have the most impact to the families of Quail Creek, Bull Run, and Woodfield neighborhoods, all of which are less than five years old. I am deeply concerned about the impact this will have on our tranquil environment, the value of our homes, and the noise and pollution to name a few. It is my understanding that the average home value used to estimate the cost of obtaining right of way was \$150,000. However, at least one third of the homes that would be seized by alternative #2 have an average value of \$250,000. I understand also that population density around the proposed highway was not studied in these plans and alternative #2 has the highest population density that would be negatively impacted. There is also the concerns about the interchange at Highway 68 and Pleasant Ridge road and the increased congestion to an already congested area and the destruction of the Woodfield neighborhood entrance in which the plans to rebuild were not factored into the estimated cost. It appears that there are still far to many questions and concerns about the use of alternative #2 when there are other alternatives (alternative #3) that seem to have the support of the community and less impact to our homes, families, investments and our overall way of life.

We collectively urge you to reconsider Alternative #3 as a solution to the growth of our community. We are sincerely concerned about the future of our community. Thank you in advanced for you consideration and cooperation in this matter.

Sincerely,

David W. Fielder

To: TAC

As a resident of Quail Creek neighborhood, I want to express my concern about the recent proposal to the Greensboro Urban Area Thoroughfare Plan and its potential impact on our relatively new neighborhood.

Understanding the supporting data between the four previous proposals last November, it appears that little consideration was given to how Proposal #2 would impact not only the immediate path of the roadway but also the detrimental effects of the neighborhoods, particularly new developments like Quail Creek, Woodfield, and Bull Run. Some of our concerns include the devastating impact that the proposed highway would have to our peaceful environment, not to mention the significant decrease in property values, increased noise and pollution. These two developments alone have over 350 residents that will be impacted directly or indirectly by this decision.

I understand that these plans are “conceptual” at this stage; however you must realize that you are dealing with a constituency of residents who purchased their homes in an area of development based on proximity to work and schools, as well as on the security of the value of their home. The notion of creating new highways in support of the increased traffic seems not only insensitive by splitting new developments but also devoid of proper planning and property owners’ interests.

Information shared recently within our neighborhoods indicates that far too many questions need to be answered regarding DOT/PART’s recent study. Data indicated on the comparison grid is incomplete. Examples include: lower than actual average home costs: no access road costs for Woodfield factored in the projected cost, little explanation of the impact on environmental-watershed concerns, and the congestion of intersections of Pleasant Ridge Rd. and Highway 68. This particular intersection will be critical to take into consideration of local and throughway traffic, especially school buses.

We strongly urge you to consider Alternative #3, as our neighborhoods collectively support. We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be both shared and understood.

Thank you for your consideration.

Sincerely,
Mark C. Hardison

To: TAC

As a resident of Quail Creek neighborhood, I want to express my concern about the recent proposal to the Greensboro Urban Area Thoroughfare Plan and its potential impact on our relatively new neighborhood.

Understanding the supporting data between the four previous proposals last November, it appears that little consideration was given to how Proposal #2 would impact not only the immediate path of the roadway but also the detrimental effects of the neighborhoods, particularly new developments like Quail Creek, Woodfield, and Bull Run. Some of our concerns include the devastating impact that the proposed highway would have to our peaceful environment, not to mention the significant decrease in property values, increased noise and pollution. These two developments alone have over 350 residents that will be impacted directly or indirectly by this decision.

I understand that these plans are "conceptual" at this stage; however you must realize that you are dealing with a constituency of residents who purchased their homes in an area of development based on proximity to work and schools, as well as on the security of the value of their home. The notion of creating new highways in support of the increased traffic seems not only insensitive by splitting new developments but also devoid of proper planning and property owners' interests.

Information shared recently within our neighborhoods indicates that far too many questions need to be answered regarding DOT/PART's recent study. Data indicated on the comparison grid is incomplete. Examples include: lower than actual average home costs: no access road costs for Woodfield factored in the projected cost, little explanation of the impact on environmental-watershed concerns, and the congestion of intersections of Pleasant Ridge Rd. and Highway 68. This particular intersection will be critical to take into consideration of local and throughway traffic, especially school buses.

We strongly urge you to consider Alternative #3, as our neighborhoods collectively support. We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be both shared and understood.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Josh Hardison".

To: TAC

As a resident of Quail Creek neighborhood, I want to express my concern about the recent proposal to the Greensboro Urban Area Thoroughfare Plan and its potential impact on our relatively new neighborhood.

Understanding the supporting data between the four previous proposals last November, it appears that little consideration was given to how Proposal #2 would impact not only the immediate path of the roadway but also the detrimental effects of the neighborhoods, particularly new developments like Quail Creek, Woodfield, and Bull Run. Some of our concerns include the devastating impact that the proposed highway would have to our peaceful environment, not to mention the significant decrease in property values, increased noise and pollution. These two developments alone have over 350 residents that will be impacted directly or indirectly by this decision.

I understand that these plans are "conceptual" at this stage; however you must realize that you are dealing with a constituency of residents who purchased their homes in an area of development based on proximity to work and schools, as well as on the security of the value of their home. The notion of creating new highways in support of the increased traffic seems not only insensitive by splitting new developments but also devoid of proper planning and property owners' interests.

Information shared recently within our neighborhoods indicates that far too many questions need to be answered regarding DOT/PART's recent study. Data indicated on the comparison grid is incomplete. Examples include: lower than actual average home costs: no access road costs for Woodfield factored in the projected cost, little explanation of the impact on environmental-watershed concerns, and the congestion of intersections of Pleasant Ridge Rd. and Highway 68. This particular intersection will be critical to take into consideration of local and throughway traffic, especially school buses.

We strongly urge you to consider Alternative #3, as our neighborhoods collectively support. We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be both shared and understood.

Thank you for your consideration.

Sincerely,

Rachel Atkins

May 20, 2003

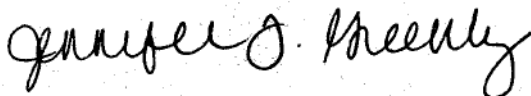
Dear Committee Members,

I am a resident of Quail Creek, a neighborhood impacted by the Greensboro Urban Thoroughfare Plan. I am greatly concerned about the possibility of a multiple lane road being constructed in my development especially when there is another acceptable alternative.

If Alternative #2 is pursued, there will be devastating consequences to the new developments of Quail Creek, Woodfield, and Bull Run. Alternative #2 will travel through the most densely populated portions of our area, thereby increasing cost of the construction, which has been underestimated in the report. However, if alternative #3 is chosen, the highway will travel outside the greatest number of neighborhoods, impacting far fewer residents. This choice also creates a greater distance between highways, which will preserve the beauty of this area and will purposefully design a much more inviting atmosphere to businesses that will be courted to this sector.

Our family chose this section of Guilford County for the excellent school system, convenience to Triad cities, and the atmosphere of rural living with the convenience of urban amenities. Obviously, the city agreed that this would be an attractive area when they approved the Quail Creek, Woodfield and Bull Run developments for residential living. You have, within your power, the ability to preserve this region as a residential haven while at the same time responsibly planning for area growth. I urge you to re-evaluate and endorse plan #3.

Sincerely,

A handwritten signature in cursive script, reading "Jennifer F. Greenly".

Jennifer F. Greenly
8303 Quail Creek Drive

May 18, 2003

TO TAC:

As residents of Quail Creek neighborhood, we would like to share our concerns about the recent proposal for the Greensboro Urban Area Thoroughfare Plan, more specifically Alternative #2.

Having lived in Greensboro for 10 years prior to building our "dream home" over four years ago, we paid particular attention to issues that had potential impact regarding future value and civic concerns. Redistricting of the Schools and plans for FedEx are two examples. It's hard for us to understand (and respect) the planning process when arbitrary lines are drawn through new developments when so much of Northwest Guilford County remains undeveloped.

Understanding the supporting data between the 4 previous plans proposed this past November, it appears that little consideration was given to how Proposal #2 would impact not only the immediate path of the roadway but also the detrimental effects of the neighborhoods, particularly new developments like Quail Creek, Woodfield, and Bull Run. Some of our concerns include the devastating impact the proposed highway would have to our tranquility, not to mention the significant decrease in property values, increased noise and pollution. These three developments alone have over 350 residents that will be impacted directly, or indirectly, by this decision.

Until specific plans regarding the roads are identified, and funded, as a part of the planning process, we are greatly concerned about the immediate impact of decreased property values and the "negative perception" of potential buyers. Realtors, by law, must disclose these plans. I am in a job search that could result in relocation and would like assurances that this will have little or no effect on the value of our home, however, we realize this "dark cloud" of uncertainty could remain for years.

We understand that these plans are "conceptual" at this point of the planning stage, however, you must realize that you are dealing with a constituency of residents who purchased their homes in a area of development based on proximity to work, schools and other interests. The notion of creating new highways through these three developments seems insensitive and void of proper planning and property owners' interests.

Information shared recently by PART and DOT raises more questions than it appears to answer at this point. Data indicated on the comparison (evaluation) grid appears incomplete. Examples include: Lower than actual average home costs; no grad separation or access road costs for Woodfield factored in the

projected cost; and little explanation of the impact on environmental-watershed concerns.

A greater concern regarding data from the plan we share is the balance of local road access with the devastating effects the proposed highways will have so near to us. More specifically, the congestion of the proposed interchange of I-73/68, I-40 Airport access and Pleasant Ridge Rd. has not been addressed to many peoples satisfaction/understanding. It is not clear how this intersection will accommodate the "goals" of the study and leave local traffic unencumbered.

We strongly, urge you to reconsider Alternative #3 (collectively supported by our neighborhoods). We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be both shared and understood.

Thank you for your consideration.

Sincerely,



Bruce W. Bunce/Linda Whitcher-Bunce

8304 Quail Creek Dr.

Colfax, NC 27235

336-665-1355/bbunce@triad.rr.com

cc: TAC Members:

Sandy Carmany - Greensboro City Council: scarmany@aol.com

Keith Holiday - Greensboro Mayor: keith.holliday@ci.greensboro.nc.us

Robbie Perkins - Greensboro City Council: rperkins@naimaxwell.com

Donald Vaughan - Greensboro City Council: vaughanlaw@aol.com

Bob Landreth - Guilford Co. Commissioner: blandre@co.guilford.nc.us

Mary Rakestraw - Guilford Co. Commissioner: mrakest@co.guilford.nc.us

J. Douglas Galyon - NC Board of Trans.: dgalyon@gfd.com

County Commissioners:

Steve Arnold: sarnold@co.guilford.nc.us (steve is our commissioner)

Trudy Wade: twade0@co.guilford.nc.us

Jeff Thigpen: jthigpe@co.guilford.nc.us

Linda Shaw: IMLSHaw@aol.com

Mary Rakestraw: mrakest@co.guilford.nc.us

Bob Landreth: blandre@co.guilford.nc.us

Bruce Davis: kidappeal@northstate.net

Skip Alston: salston@co.guilford.nc.us

Billy Yow: billyyow@bellsouth.net

Mike Barber: mbarber@co.guilford.nc.us

Carolyn Coleman: ccolema@co.guilford.nc.us



Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study
AND
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

Please see attached letter

Tammy B. Hylton

| | | |
|--|---------|---|
| Please submit completed comment forms to PART , using any of the methods listed here: | Mail: | PART
6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409 |
| | Fax: | (336) 662-9253 |
| | E-mail: | scottr@partnc.org |

Please submit all responses by May 21, 2003. – Thank you for your input!

| | |
|---|-----------------------------|
| So that we may better respond to your concerns, please fill in your name and address. | |
| Name <u>Tammy B. Hylton</u> | Phone <u>(336) 668-4055</u> |
| Affiliation <u>Quail Creek Homeowner</u> | Fax _____ |
| Address <u>8212 Caffey Dr.</u>
<u>Colfax, N.C. 27235</u> | E-mail _____ |
| <input type="checkbox"/> Check here if you would like to be added to the PART mailing list. | |

To: TAC/PART
Date: May 15, 2003

Ladies and Gentlemen,

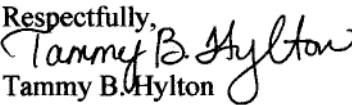
I am a long time resident of Guilford County and I currently reside in Quail Creek. Our neighborhood is one of three that will undoubtedly be effected by the Greensboro Urban Thoroughfare Plan. My husband and I purchased our home in Quail Creek in March of 2003 and we were totally shocked to find out shortly thereafter about this proposed connector plan. If we had known about this plan, we may have chose to buy somewhere else. Our neighborhood, along with Bull Run and Woodfield are beautiful and quite. The schools in our area are very good and there is little congestion. These were the very reasons we chose to buy in Quail Creek. Our family and many others will be devastated if this plan is approved.

There are several reasons that I do not support alternative #2.

1. The average home value used to estimate the cost of obtaining right of way was too low (\$150,000.) At least one third of the homes that would be seized in alternative #2 have an average value of \$250,000.
2. Alternative #2 has the highest population density that would be negatively impacted.
3. The large amount of local congestion created by the huge interchange at Pleasant ridge and Hwy 68 was not considered to be a negative impact.
4. One of the stated objectives of the highway plan was to divert traffic away from the airport, yet the interchange previously mentioned would greatly increase it.
5. Alternative #2 would require the removal of the water tower at Hwy 68 and Pleasant Ridge, this was not taken into consideration in the plan.

Myself, along with my neighbors, support alternative #3. We strongly urge you to reconsider this plan in lieu of alternative #2. Alternative #3 would direct southbound I-73 traffic away from the airport to Painter Blvd and would impact the least amount of brand new neighborhoods and one less business than alternative #2. This plan would also create more space between the interstates.

I am not convinced that these plans have been carefully thought out. As a resident who's home is threatened by alternative #2, I would ask that this study be given more time. This plan just does not seem like the right thing to do. Our beautiful neighborhoods are only three or four years old and seeing them deteriorate if this plan is approved would be dreadful. Please hear our arguments, and please reconsider.

Respectfully,

Tammy B. Hylton
Quail Creek resident



Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study
AND
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

Please see attached letter.

Kenneth D. Hylton

| | | |
|--|----------------|---|
| Please submit completed comment forms to <u>PART</u> , using any of the methods listed here: | Mail: | PART
6415 Bryan Boulevard, Suite 18
Greensboro, NC 27409 |
| | Fax: | (336) 662-9253 |
| | E-mail: | scottr@partnc.org |

Please submit all responses by May 21, 2003. – Thank you for your input!

| | |
|---|----------------------------------|
| So that we may better respond to your concerns, please fill in your name and address. | |
| Name <u>Kenneth D. Hylton</u> | Phone <u>336-668-4055</u> |
| Affiliation <u>Quail Creek home owner</u> | Fax <u>336-299-9963</u> |
| Address <u>8212 Caffey Dr.</u>
<u>Colfax, NC 27235</u> | E-mail <u>dhylton@melkis.com</u> |
| <input type="checkbox"/> Check here if you would like to be added to the PART mailing list. | |

**RESOLUTION OF THE PIEDMONT AUTHORITY FOR REGIONAL
TRANSPORTATION (PART) IN SUPPORT OF THE GREENSBORO
METROPOLITAN PLANNING ORGANIZATION TO AMEND THEIR
THOROUGHFARE PLAN MAP WITH NEW ROADWAY ALIGNMENTS IN
VICINITY OF THE PIEDMONT TRIAD INTERNATIONAL AIRPORT**

WHEREAS, North Carolina General Statutes Chapter 160A, Article 27 provided for the creation of the Piedmont Authority for Regional Transportation (PART); which became incorporated on the 17th day of July, 1998; and

WHEREAS, PART has been created to promote the development of sound transportation systems within its territorial jurisdiction; and

WHEREAS, PART is working to enhance mobility and to sustain the quality of life in the Piedmont Triad region for all citizens and visitors to North Carolina; and

WHEREAS, PART has served as the facilitating agency for the development of the Airport Area Transportation Study in concert with the NCDOT, Cities of Greensboro, High Point and Winston-Salem; Piedmont Triad International (PTI) Airport Authority and Guilford County, and

WHEREAS, PART has assisted in the development of future new roadways to accommodate the travel needs to the PTI Airport for citizens of the Piedmont Triad and Southern Virginia.

NOW, THEREFORE BE IT RESOLVED that the PART Board of Trustees supports the Greensboro MPO in the amendment of the thoroughfare plan map to include a system of proposed new roadway alignments in the vicinity of the PTI Airport to accommodate the travel needs of citizens and visitors.

BE IT FURTHER RESOLVED that the NC Department of Transportation be requested to appropriate sufficient funding to move forward with the documentation of environmental impacts of the proposed new roadways in the Airport Area Transportation Study.

Motion made by Otis Sillman and seconded by Bill Whiteheart
and approved on this being the 14th day of May 2003.

Approved: Sandy Carmany
Sandy Carmany
PART Board Chairperson

Witnessed: [Signature]
PART Attorney

**RESOLUTION OF THE WINSTON-SALEM URBAN AREA METROPOLITAN
PLANNING ORGANIZATION IN SUPPORT OF THE GREENSBORO URBAN AREA
METROPOLITAN PLANNING ORGANIZATION'S EFFORTS TO AMEND THEIR
THOROUGHFARE PLAN MAP TO INCLUDE THE GUILFORD COUNTY PORTION
OF THE REGIONAL AIRPORT CONNECTOR FROM FORSYTH COUNTY**

WHEREAS, the Greensboro Urban Area Metropolitan Planning Organization has identified a number of new roadway alignments, including a Regional Airport Connector to Forsyth County, that will provide better regional access in the vicinity of the Piedmont Triad International Airport; and

WHEREAS, the Winston-Salem Urban Area Metropolitan Planning Organization amended its Thoroughfare Plan in 2001 to include a Regional Airport Connector, between the Eastern Portion of the Proposed Northern Beltway in Forsyth County and the Guilford County line to the east, in order to better accommodate the travel needs of citizens and visitors; and


WHEREAS, the Winston-Salem Urban Area Metropolitan Planning Organization staff has been working with the staff of the Piedmont Authority for Regional Transportation (PART) and the Greensboro Urban Area Metropolitan Planning Organization to identify potential routing of the Regional Airport Connector; and


WHEREAS, the Greensboro Urban Area Metropolitan Planning Organization is seeking to amend its Thoroughfare Plan to include a Regional Airport Connector.

NOW, THEREFORE BE IT RESOLVED by the Winston-Salem Urban Area Metropolitan Planning Organization that we support the Greensboro Urban Area Metropolitan Planning Organization's efforts to amend their Thoroughfare Plan to include a Regional Airport Connector to Forsyth County.

BE IT FURTHER RESOLVED by the Winston-Salem Urban Area Metropolitan Planning Organization that the North Carolina Department of Transportation is requested to appropriate sufficient funding to move forward with the documentation of environmental impacts of a proposed Regional Airport Connector.

Motion made by Charlie Wolff and seconded by Fred Terry and approved by a unanimous vote on this, the 15th day of May, 2003.


Larry T. Williams, Chairman
Transportation Advisory Committee


Chris Murphy, Secretary
Transportation Advisory Committee